K 13/989-2

VFR TERMINAL AREA CHART
KANSAS CITY

SCALE 1:250,000

Lambert Conformal Conic Projection Standard Parallels 33° and 45°
Horizontal Datum: North American Datum of 1927
Topographic data corrected to September 1989

30TH EDITION December 14, 1989

Includes airspace amendments effective November 16, 1989
and all other aeronautical data received by October 19, 1989
Consult appropriate NOTAMs and Flight Information
Publications for supplemental data and current information.
This chart will become *OBSOLETE FOR USE IN NAVIGATION* upon publication of
the next edition scheduled for *JUNE 28, 1990*

PUBLISHED IN ACCORDANCE WITH INTERAGENCY AIR CARTOGRAPHIC COMMITTEE
SPECIFICATIONS AND AGREEMENTS, APPROVED BY:
DEPARTMENT OF DEFENSE • FEDERAL AVIATION ADMINISTRATION • DEPARTMENT OF COMMERCE

KANSAS CITY
TERMINAL CONTROL AREA

See back of this chart for procedural information
within the Kansas City Terminal Control Area (TCA)

80 - - Ceiling of TCA in hundreds of feet MSL
40 - - Floor of TCA in hundreds of feet MSL

CONTROL TOWER FREQUENCIES ON KANSAS CITY TERMINAL AREA CHART

Airports which have control towers are indicated on this chart by the letters CT followed by the primary VHF local control frequency. Selected transmitting frequencies for each control tower are tabulated in the adjoining spaces, the low or medium transmitting frequency is listed first followed by a VHF local control frequency, and the primary VHF and UHF military frequencies, when these frequencies are available. An asterisk (*) follows the part-time tower frequency remoted to the collocated full-time FSS for use as Airport Advisory Service (AAS) during hours tower is closed. Hours shown are local time. Radio call provided if different from tower name.

Automatic Terminal Information Service (ATIS) frequencies, shown on the face of the chart are normal arriving frequencies, all ATIS frequencies available are tabulated below.

ASR and/or PAR indicates Radar Instrument Approach available.

CONTROL TOWER	RADIO CALL	OPERATES	ATIS	FREQ	ASR/PAR
JOHNSON CO EXECUTIVE	EXECUTIVE	0700-2100	119.35	126.0 241.0	
JOHNSON CO INDUSTRIAL NF	INDUSTRIAL	0600-2200		118.3	
KANSAS CITY DOWNTOWN	DOWNTOWN	CONTINUOUS	124.6	133.3 257.8	
KANSAS CITY INTL	INTL	CONTINUOUS	128.35	128.2 125.75 267.9	
RICHARDS-GEBAUR	R-G	0700-2200	127.2	124.2 236.6	
ROSECRANS MEM	ST. JOSEPH	0800-1800 MON-FRI		126.9 239.0	
SHERMAN AAF		0630-1830 MON-FRI EXC HOL		126.2 241.0	

MILITARY TRAINING ROUTES (MTRs)

All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route and the route designator are depicted – route widths and altitudes are not shown.

Since these routes are subject to change every 56 days, and the charts are reissued every 6 months, you are cautioned and advised to contact the nearest FSS for route dimensions and current status for those routes affecting your flight.

Routes with a change in the alignment of the charted route centerline will be indicated in the Aeronautical Chart Bulletin of the Airport/Facility Directory. Also, the VFR Wall Planning Chart is issued every 56 days and displays current route configurations and a composite tabulation of altitudes along these routes.

Military Pilots refer to Area Planning AP/1B Military Training Route North and South America for current routes.

C 55.416/11:

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KANSAS CITY

Airports having Control Towers (Airport Traffic Areas) are shown in Blue, all others in Magenta. Consult Airport/Facility Directory (A/FD) for details involving airport lighting, navigation aids, and services. For additional symbol information refer to the Chart User's Guide.

AIRPORTS

Other than hard-surfaced runways

Hard-surfaced runways 1500 ft. or greater

Seaplane Base (SPB)

All recognizable hard-surfaced runways, including those closed, are shown for visual identification.

ADDITIONAL AIRPORT INFORMATION

Private "(Pvt)" – Non-public use having emergency or landmark value.

Military – Other than hard-surfaced. All military airports are identified by abbreviations AFB, NAS, AAF, etc. For complete airport information consult DOD FLIP.

Heliport – Selected (H)

Unverified (U)

Abandoned – paved having landmark value.

Ultralight Flight Park Selected (F)

Services – fuel available and field tended during normal working hours depicted by use of ticks around basic airport symbol. Consult A/FD for service availability at airports with hard-surfaced runways 1500 ft. or greater

★ Rotating light in operation Sunset to Sunrise.

AIRPORT DATA

Box indicates Special Traffic Area (See FAR 93)

FSS ← Indicates Flight Service Station on field.

NAME CT – 118.3 ★ ●

ATIS 123.8

285 L 72 122.85 ← UNICOM

VFR Advsy 125.0

Airport of entry

FSS – Flight Service Station

CT – 118.3 – Control Tower (CT) – primary frequency

★ – Star indicates operation part time. See tower frequencies tabulation for hours of operation.

● Indicates Common Traffic Advisory Frequencies (CTAF)

ATIS 123.8 – Automatic Terminal Information Service

UNICOM – Aeronautical advisory station

VFR Advsy – VFR Advisory Service shown where ATIS not available and frequency is other than primary CT frequency.

285 – Elevation in feet

L – Lighting in operation Sunset to Sunrise

*L – Lighting available on request, part-time lighting, or pilot-controlled lighting.

72 – Length of longest runway in hundreds of feet; usable length may be less.

When facility or information is lacking, the respective character is replaced by a dash. All lighting codes refer to runway lights. Lighted runway may not be the longest or lighted full length. All times are local.

NFCT – Non Federal Control Tower

RADIO AIDS TO NAVIGATION AND COMMUNICATION BOXES

VHF OMNI RANGE (VOR)

VORTAC

VOR-DME

Non-Directional Radiobeacon

RBn POINT LOMA 302 11+00 & cv 6m – Marine Radiobeacon

Other facilities, i.e., Commercial Broadcast Stations, FSS Outlets-RCO, etc.

122.1R 122.6 123.6 OAKDALE 362 116.8 OAK

Underline indicates no voice on this freq

Square indicates TWEB, AWOS or HIWAS available at this NAVAID.

R – receive only

T – transmit only

122.1R MIAMI Controlling FSS

Frequencies above thin line box are remoted to NAVAID site. Other freqs at controlling FSS may be available determined by altitude and terrain. Consult Airport/Facility Directory for complete information.

122.1R CHICAGO CHI

Heavy line box indicates Flight Service Station (FSS). Freqs 121.5, 122.2, 243.0 and 255.4 are normally available at all FSSs and are not shown above boxes. All other freqs are shown.

For Airport Advisory Service use FSS freq 123.6

In Canada all available FSS frequencies are shown.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and reserved airspace effective below 18,000 ft MSL are shown on this chart. All times are local.

CZ—Control Zone

CZ – Extends upwards from the surface.

CZ within which fixed-wing special VFR Flight is prohibited.

Class C or F CZ (Canada)

TA—Transition Area

The limits of controlled airspace are shown by tint bands (Vignette) and are color-coded in blue and magenta.

Floor 700 feet above surface

Floor 1200 feet above surface

2000 Floors other than 700 feet or 1200 feet above surface

2000 MSL

Prohibited, Restricted, Warning and Alert Area

MOA – Military Operations Area

Special Airport Traffic Areas

Special Air Traffic Rules (See F.A.R. Part 93 for details)

NAME (Magenta, Blue or Black)

Visual Check Point

Parachute Jumping Area See Airport/Facility Directory

Low Altitude Federal Airways are indicated by center line

V 3 ← 270° Intersection – Arrows are directed towards facilities which establish intersection.

IFR Departure Routes

IFR Arrival Routes

TCA – Terminal Control Area / Canadian Class C Airspace

Mode C (See F.A.R. 91.24/AIM)

ARSA – Airport Radar Service Area

TRSA – Terminal Radar Service Area

National Security Area

IR2+ MTR – Military Training Routes

OBSTRUCTIONS

1000 ft and higher AGL

below 1000 ft AGL

Group Obstruction

Obstruction with hi-intensity lights, may operate part time.

2049 (1149) UC – Elevation of the top above mean sea level / Height above ground / Under construction as reported, position and elevation unverified

CAUTION: Guy wires may extend outward from structures.

MISCELLANEOUS

Isogonic Line (1985 VALUE)

Ultralight Activity

Glider Operations

Hang Gliding Activity

Fl ☆ Flashing Light

Marine Light

TOPOGRAPHIC INFORMATION

Roads

Road Markers

Railroad

Bridges And Viaducts

Power Transmission Lines

Catenary; Height greater than 200 ft.

Aerial Cable

Lookout Tower: P-17 (Site Number) 618 Elevation Base Of Tower)

CG Coast Guard Station

Race Track

Tank–water, oil or gas

Oil Well ● Water Well

Mines And Quarries

Mountain Pass 11823 (Elevation of Pass)

Outdoor Theater

Rocks

Shipwreck

Pier

Perennial Lake

Non-Perennial Lake

Dams

Features normally used as check points for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

Example: ● POWER PLANT

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

CONVERSION OF ELEVATIONS

FEET (Thousands) 0 2 4 6 8 10 12 14 16 18 20 22 24 26 28 30

METERS (Thousands) 0 1 2 3 4 5 6 7 8 9

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all telephone, telegraph and power transmission lines, terrain or obstacles which may be encountered below researchable and safe altitudes.

Entire area of this chart is within the Central Standard Time Zone +6 (+5 DT)=UTC

ATTENTION

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF). The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).

Example: 12,500 feet 125

NOTICE TO USERS OF THIS CHART

You are urgently requested to inform us of corrections and additions that come to your attention while using this chart. Postage-paid Chart Correction cards are available at authorized chart sales agents and at FAA Flight Service Stations. Where delineation of data is required, such information should be indicated clearly, and accurately on a current chart (a replacement copy will be returned). Mail to: National Ocean Service, NOAA, N/CG31, 6010 Executive Blvd., Rockville, MD 20852 or call toll-free 800-626-3677.

CONTACT KANSAS CITY APPROACH CONTROL ON 124.7 OR 318.

CONTACT KANSAS CITY APPROACH CONTROL ON 119.0 OR 294.7

CONTACT KANSAS CITY APPROACH CONTROL ON 118.9 OR 294.7

KANSAS CITY TCA

80/40 – 20 NM

80/50 – 15 NM

80/30 – 10 NM

80/24 – 6 NM

80/SFC – SURFACE

MODE C 30 NM

V 508 V 13 V 12 V 191 V 116

7,000-15,000 8, 9, & 10,000

GROUND ELEVATIONS IN FEET 1205 1000 See level CONTOUR INTERVAL 500'

STATUTE MILES 0 5 10 15 20 25 30 35 40 45 50 55 60

NAUTICAL MILES 0 5 10 15 20 25 30 35 40 45 50 55

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KANSAS CITY TERMINAL CONTROL AREA (TCA)

OPERATING RULES AND PILOT/EQUIPMENT REQUIREMENTS. Regardless of weather conditions, an ATC authorization is required prior to operating within a TCA. Pilots should not request an authorization to operate within a TCA unless the requirements of FAR 91.24 and FAR 91.90 are met. Included among these requirements are:

1. Unless otherwise authorized by ATC, an operable two-way radio capable of communicating with ATC on appropriate frequencies for that terminal control area.
2. No person may takeoff or land a civil aircraft at an airport within a TCA or operate a civil aircraft within a terminal control area unless:
   (a) The pilot-in-command holds at least a private pilot certificate; or,
   (b) The aircraft is operated by a student pilot who has met the requirements of FAR 61.95.
3. Unless otherwise authorized by ATC, each person operating a large turbine engine-powered airplane to or from a primary airport shall operate at or above the designated floors while within the lateral limits of the TCA.
4. An operable VOR or TACAN receiver (except for helicopters)
5. A 4096 code transponder with automatic altitude reporting equipment.

NOTE: ATC may, upon notification, immediately authorize a deviation from the altitude reporting equipment requirement; however, request for a deviation from the 4096 transponder equipment requirement must be submitted to the controlling ATC facility at least one hour before the proposed operation.

FLIGHT PROCEDURES

IFR Flights – Aircraft operating within the Kansas City TCA must be operated in accordance with ATC clearances and instructions.

VFR Flights

1. Arriving aircraft, or aircraft desiring to transit the TCA should contact Approach Control on the frequency depicted for the sector of flight with reference to the geographical center of airport. Pilots should state, on initial contact, their position, direction of flight and destination. If holding a VFR aircraft is required, the holding point will be specified by ATC and will be a prominent geographical fix, landmark or VOR radials.
2. Aircraft departing the primary airport are requested to advise the Kansas City Clearance Delivery position prior to taxiing of the intended route of flight and altitude. Aircraft departing from other than the primary airport should give this information on appropriate ATC frequencies if route penetrates. the TCA.
3. Aircraft desiring to transit the TCA will obtain clearance on an equitable "first-come, first-served basis."

ATC PROCEDURES

All aircraft will be controlled and separated while operating within the TCA, except helicopters need not be separated from other helicopters. Although radar separation will be the primary standard used, approved visual and other nonradar procedures will be applied as required or deemed appropriate. Traffic information on observed but unidentified radar targets will be provided on a workload permitting basis to aircraft operating outside of the TCA.

NOTE: Assignment of radar headings and/or altitudes are based on the provision that a pilot operating in accordance with visual flight rules is expected to advise ATC if compliance with an assigned route, radar heading or altitude will cause the pilot to violate such rules.